

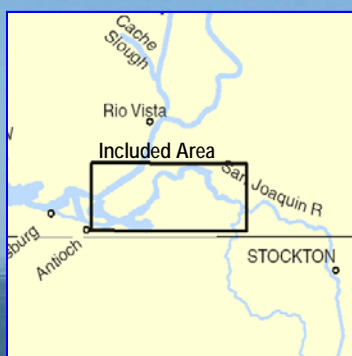
BookletChart™

San Joaquin River – Antioch to Medford Island

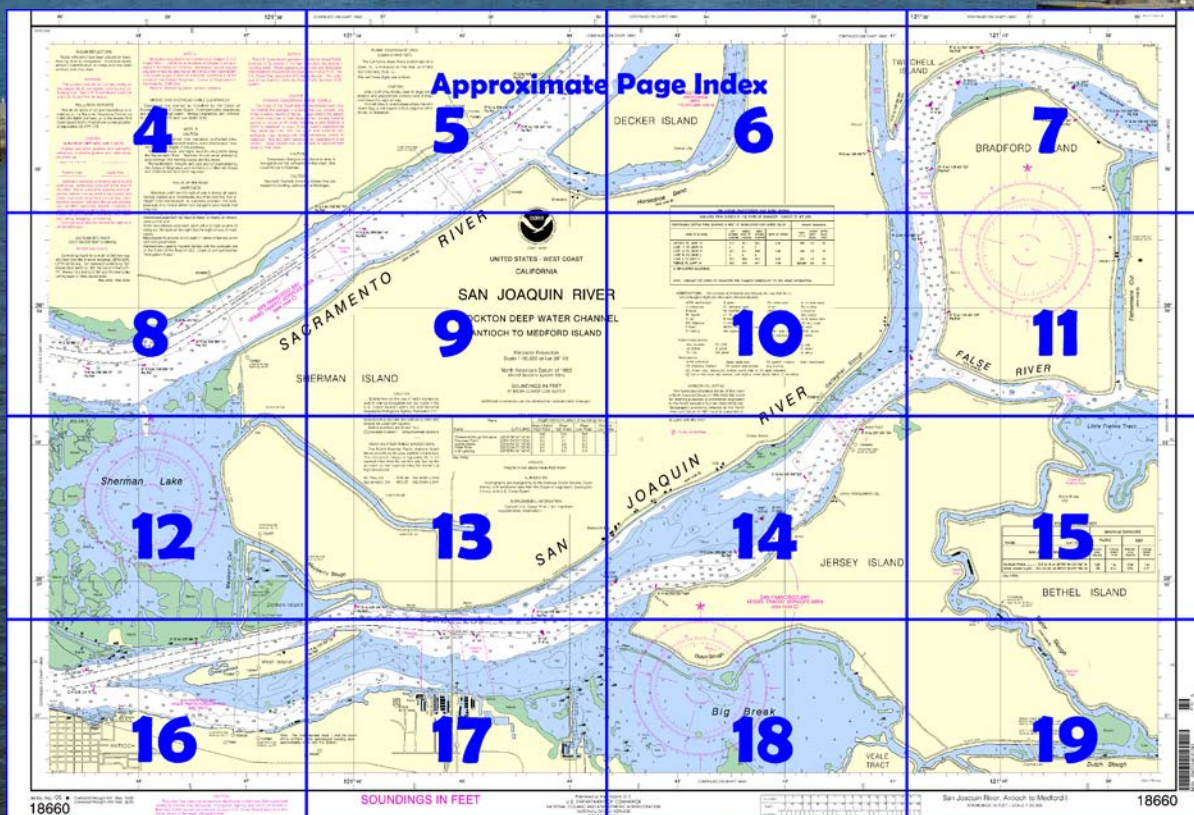
NOAA Chart 18660

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18660>.



(Selected Excerpts from Coast Pilot)
San Joaquin River rises in the Sierra Nevada, flows 275 miles in a W direction, and enters Suisun Bay through **New York Slough**. The winding river is navigable for deep-draft vessels to Stockton. The water is generally fresh at Antioch. Major floods in the river valley may occur from November to April, caused by intense general storms of several days' duration. At the mouth of the river an ordinary flood will cause a rise of 8 feet and an extreme flood a rise of 10 feet in the river level. At Stockton, ordinary flood will cause a rise of 8.5 feet, and extreme flood a rise of 13.5 feet in the river level. The

delta of the river is formed of many marshy islands intersected by sloughs and channels. The islands are reclaimed tule and cattail marshes which have been converted to agriculture. Bordering the river are levees that are 12 feet or more higher than the land behind them.

Reports of gage heights of the San Joaquin River delta can be obtained from the Sacramento National Weather Service Office at any time. The information is published in the Sacramento Bee and, in addition, is reported on radio broadcasts from station KFBK (1530 kHz) whenever the gage heights are sufficient to be of general interest.

Information on gage heights can also be obtained from the State Department of Water Resources, 1416 9th Street, Sacramento, CA 95814 or by recorded message at (916) 653-6416.

A **Federal project** provides for a 35-foot channel from the mouth of the San Joaquin River to a turning basin at Stockton, and for suitable passing and turning basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—General and explosives anchorages are in the San Joaquin River on the W side of Sherman Island near the mouth, and just N of Venice Cut between Mandeville Island and Venice Island. (See **110.1 and 110.224**, chapter 2, for limits and regulations.)

(See **162.205**, chapter 2, for rules and regulations governing maximum speed, passing, right-of-way, collision, and wrecks in the San Joaquin River.)

Antioch Bridge, (State Route 160), a fixed highway bridge with a clearance of 142 feet, crosses San Joaquin River about 3 miles E of Antioch. There are no other bridges over the main channel below the turning basin at Stockton. Power cables over the main channel of San Joaquin River from the mouth to the turning basin at Stockton have a minimum clearance of 140 feet.

There are small-craft facilities on the S side of San Joaquin River on both sides of Antioch Bridge. (See the small-craft facilities tabulation on chart 18661 for services and supplies available.)

The main channel in San Joaquin River to Stockton is marked by a daybeacon, buoys, lights, and lighted ranges. At **Mandeville Cut** and **Venice Cut**, 15 miles above Antioch Bridge, the river still follows its old channel and violent sheers are experienced if the navigator is not prepared to meet the river current when passing from the cuts into the river and from the river into the relatively quiet waters of the dredged channel. Under freshet conditions, vessels tend to sheer off course at the junction of the San Joaquin River and the main ship channel at Channel Point near Stockton.

Stockton, 28 miles above Antioch Bridge, is in the center of the fertile San Joaquin Valley. The deep-draft harbor is near the W city limits.

Pilotage, San Joaquin River.—River pilots, commissioned by the Port of Stockton, are obtained by ship's agents, through the office of the Port of Stockton, or the San Francisco Bar Pilots.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Supplies.—Supplies may be had in any quantity, and water is piped to the wharves. Ships may fuel from barges; alongside bunkering of large vessels may be done at the oil terminals in San Pablo Bay and Carquinez Strait.

Small-craft facilities.—Several small-craft facilities are at Stockton or nearby.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Alameda

Commander
11th CG District
Alameda, CA

(510) 437-3700

Table of Selected Chart Notes

Pump-out facilities

HEIGHTS

Heights in feet above Mean High Water.

SACRAMENTO RIVER DEEP WATER SHIP CHANNEL

162.205 (see note A)

Controlling depth for a width of 200 feet was 26.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. '40', thence 27.6 feet to Lt. '52', thence 30.9 feet to Lt. '60', thence 27.5 feet to Lt. '70', thence 18.4 feet to Lt. '86' and 29.4 feet in the turning basin at West Sacramento.

May 2005 - May 2006

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

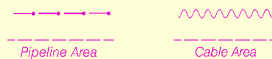
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" southward and 3.833" westward to agree with this chart.

Note. The river between West I. and the south shore contains many submerged mooring piles approximately even with the bottom.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Pise, CA KHB-49 162.40 MHz WX2
Sacramento, CA KEC-57 162.55 MHz WX1

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ⊙ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Pise, CA KHB-49 162.40 MHz WX2
Sacramento, CA KEC-57 162.55 MHz WX1

NOTE B

CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, pipes and wrecks, some submerged, may exist along the edges of the waterway.

Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.

The backwaters, sloughs and cuts are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.

Refer to charted regulation section numbers.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION

WARNING CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers and U. S. Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A) alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

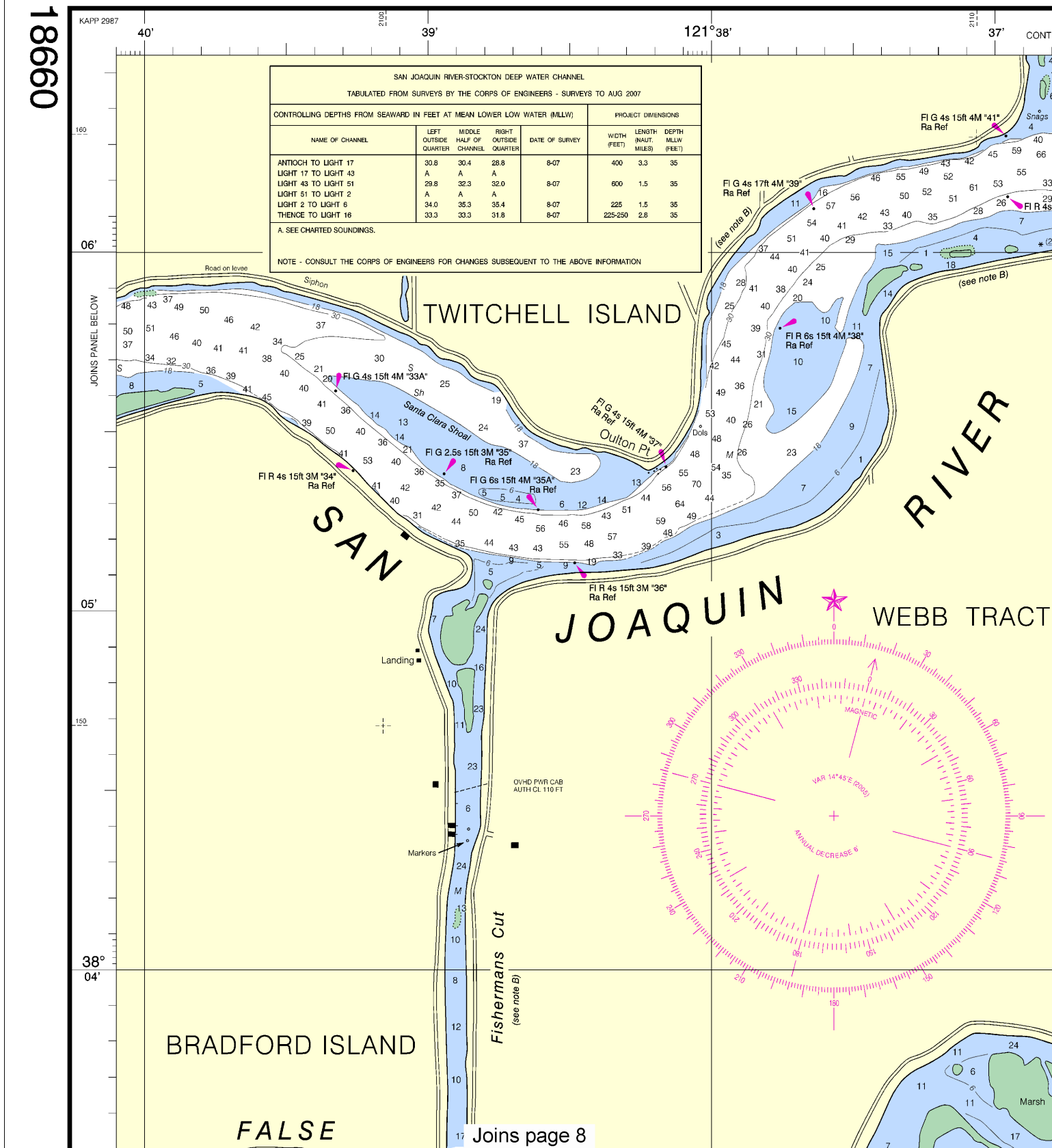
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL CURRENT DATA

PLACE	MAXIMUM CURRENTS			
	FLOOD		EBB	
NAME (LAT/LONG)	Direction (true) Degrees	Average Speed Knots	Direction (true) Degrees	Average Speed Knots
SAN JOAQUIN RIVER				
Antioch Point	0.3 mi E of 38°02' N/121°49' W	128	1.5	304
West Island Light ...	0.5 mi SE of 38°01' N/121°46' W	90	0.4	270
(Sep 1999)				1.4 0.7

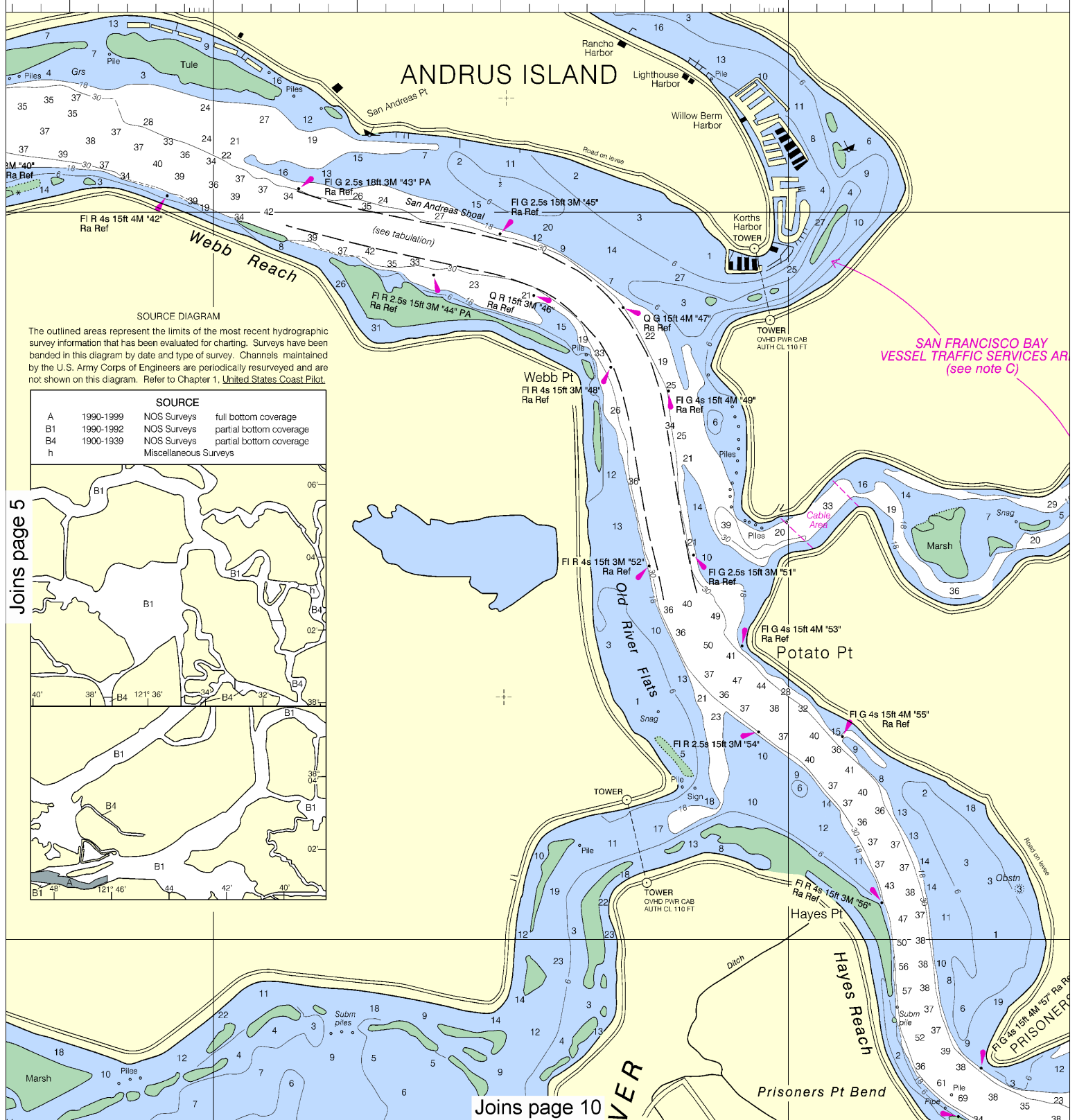
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



ON CHART 18661

CONTINUED ON CHART 18661



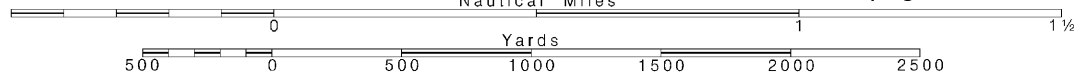
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

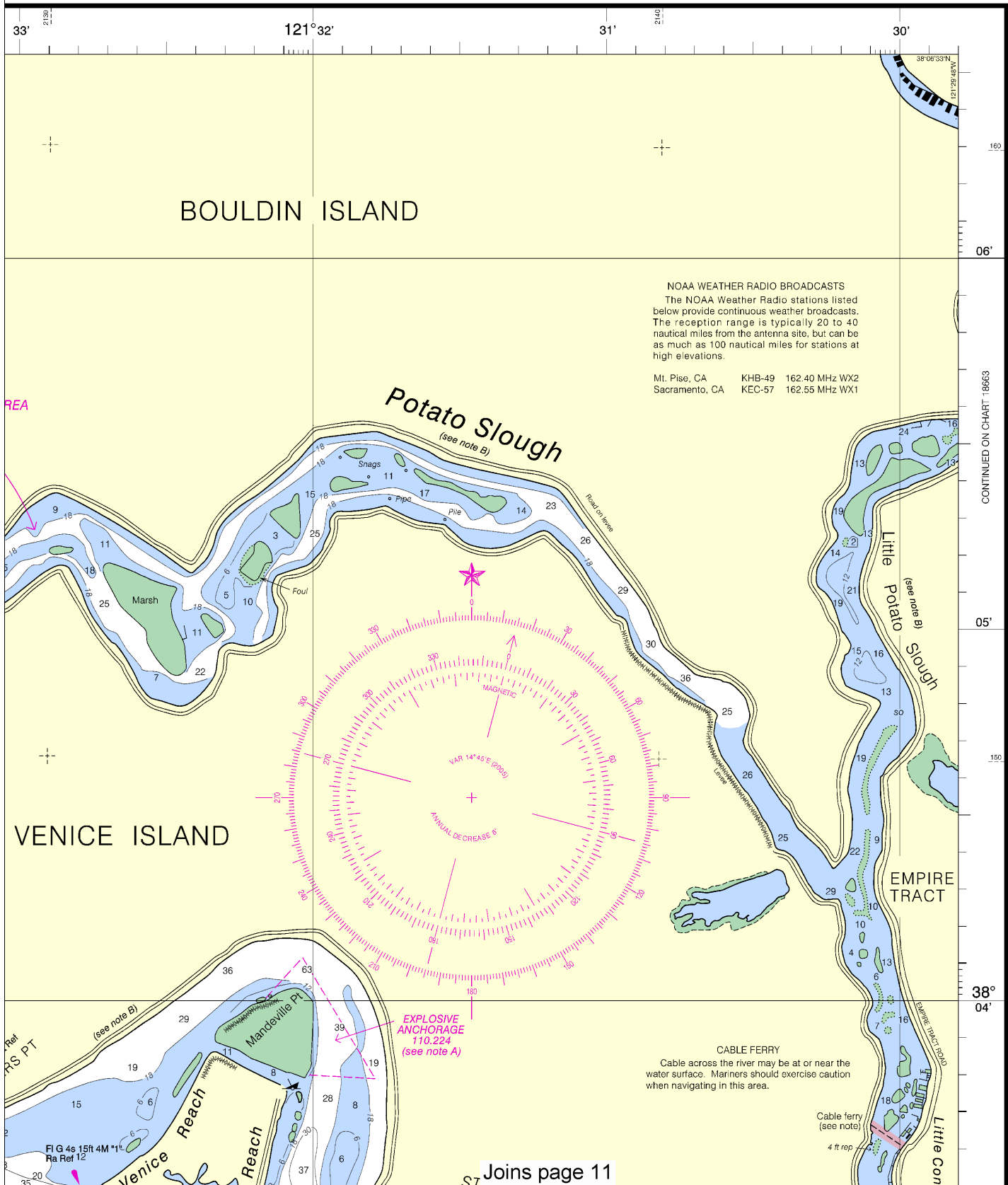
SCALE 1:20,000

See Note on page 5.

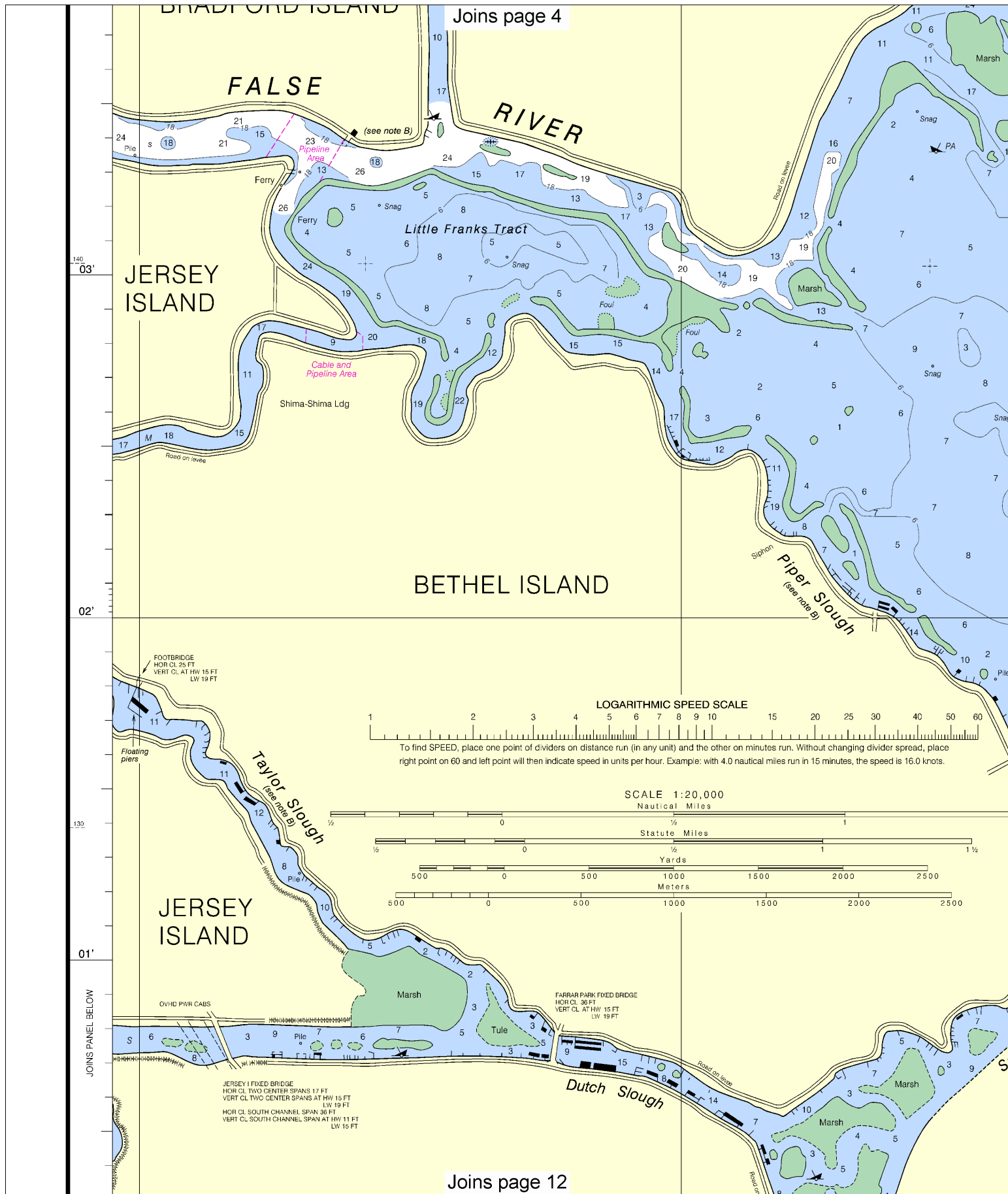


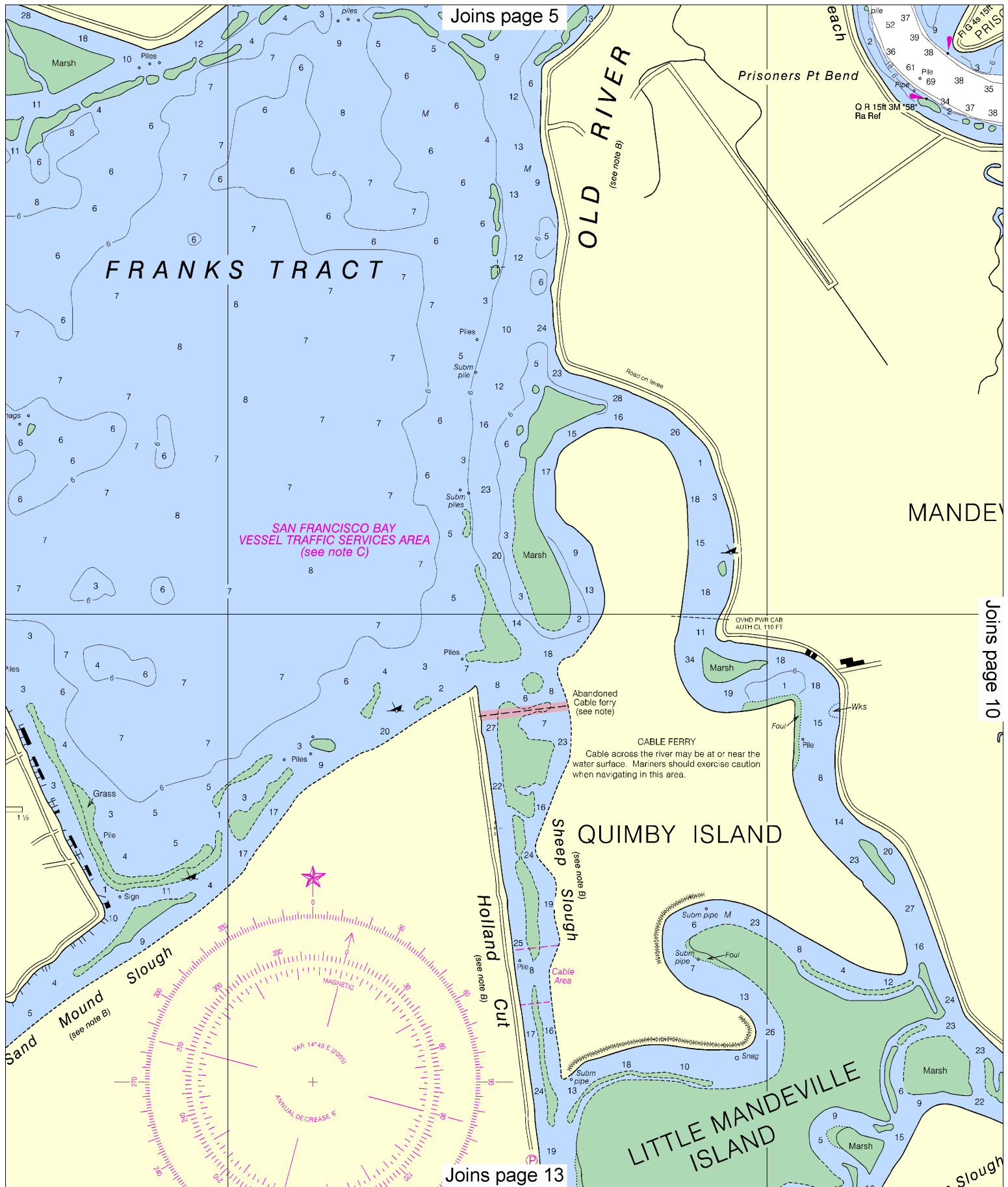
SOUNDINGS IN FEET

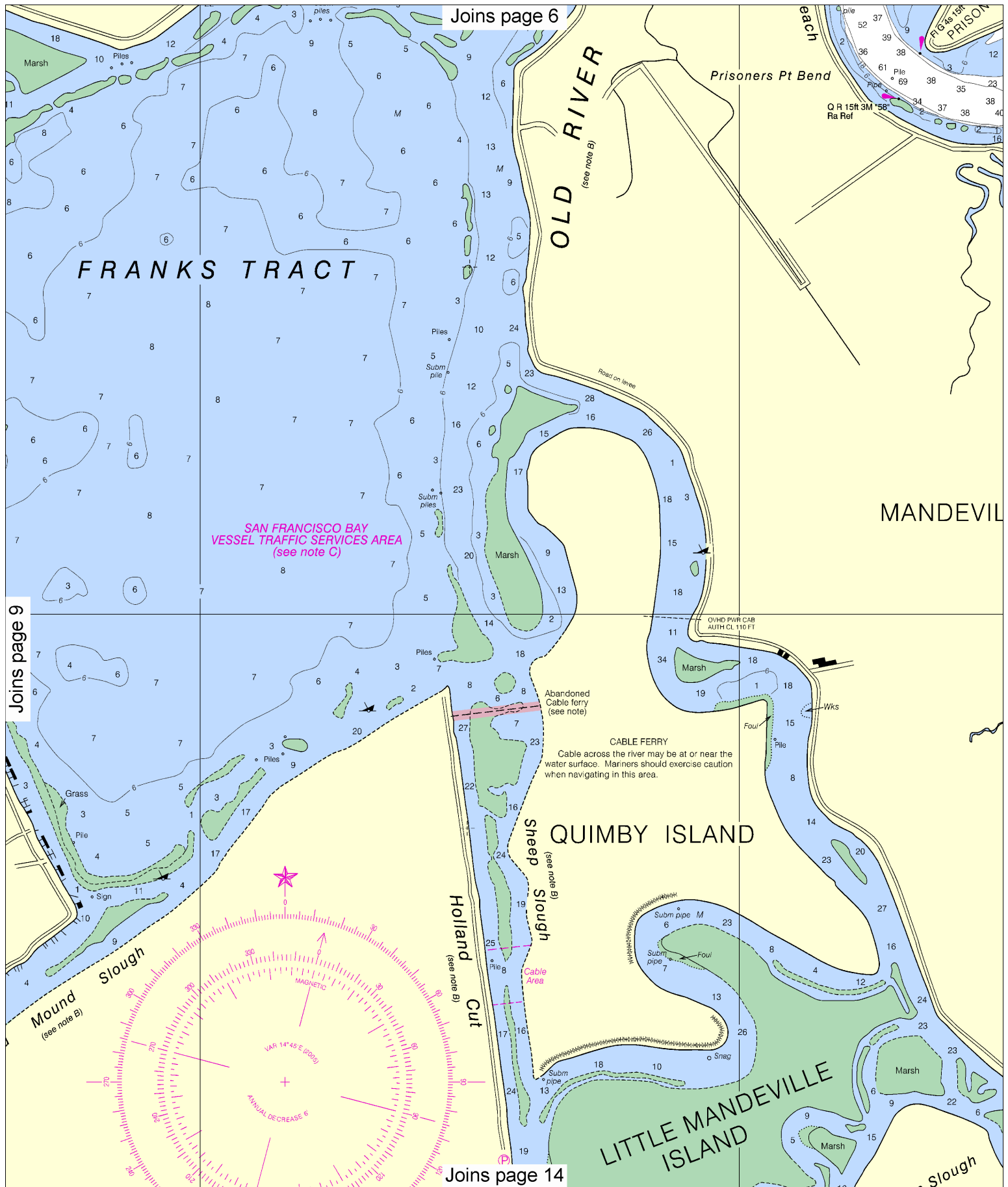
18660



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

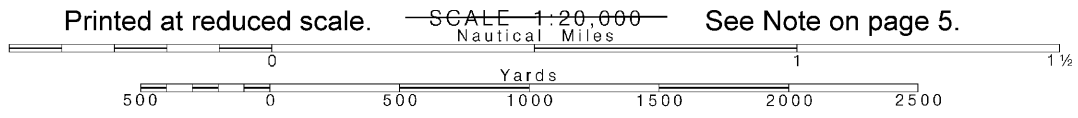


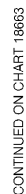




10

Note: Chart grid lines are aligned with true north.





HOLL

37°59'54"N
40'

3

 $121^{\circ}38'$

CONTINUED ON CHART 18661

121°46'

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May 2005 - May 2006

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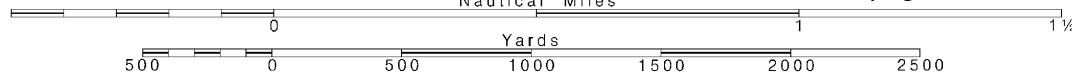
Joins page 16

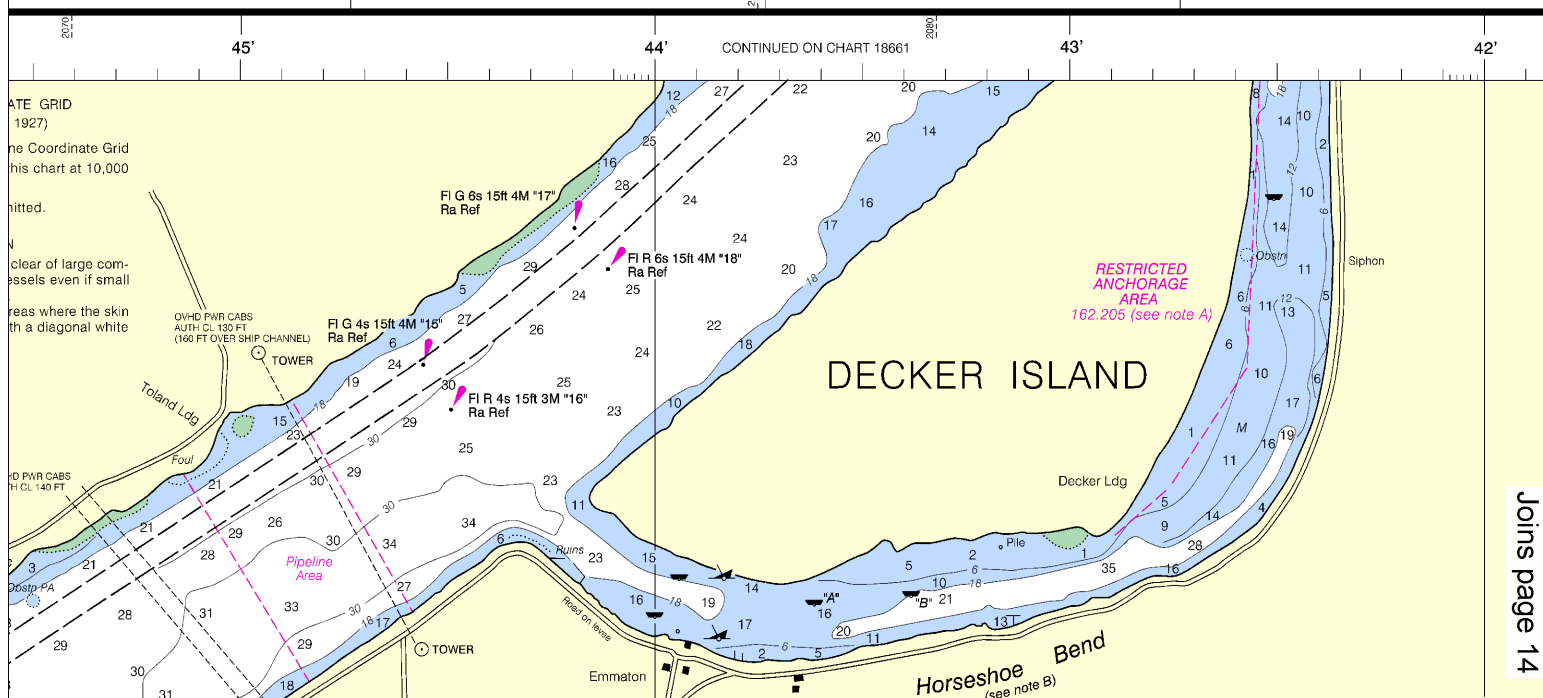
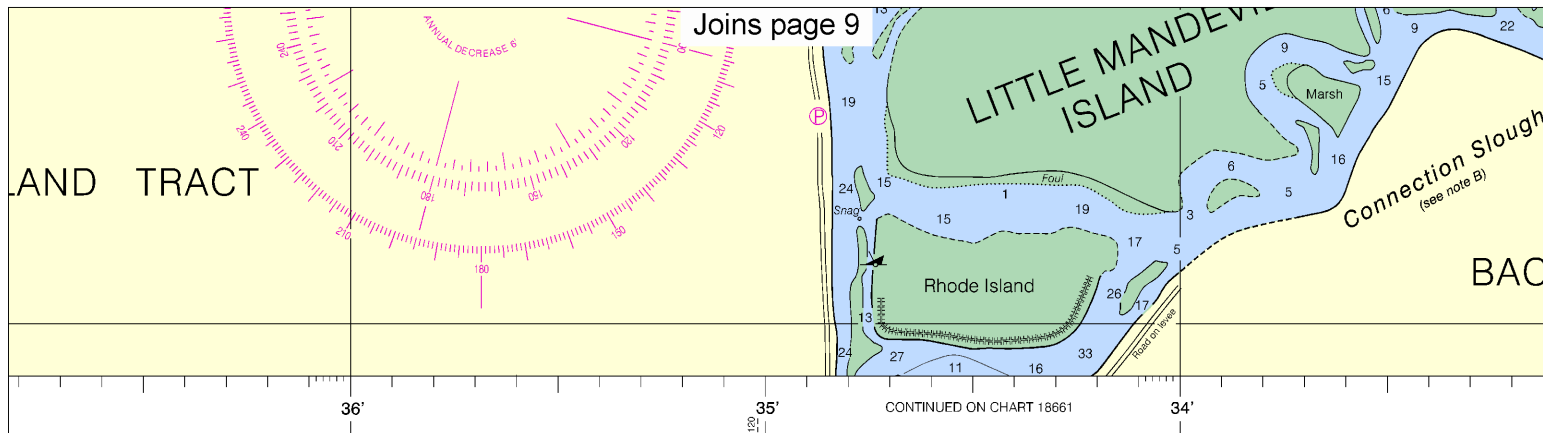
~~SCALE 1:20,000~~
~~Nautical Miles~~

See Note on page 5.

12

Note: Chart grid lines are aligned with true north.






 UNITED STATES - WEST COAST
 CALIFORNIA

SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL				
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO A				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
ANTIOCH TO LIGHT 17	30.8	30.4	28.8	8-07
LIGHT 17 TO LIGHT 43	A	A	A	8-07
LIGHT 43 TO LIGHT 51	29.8	32.3	32.0	8-07
LIGHT 51 TO LIGHT 2	A	A	A	8-07
LIGHT 2 TO LIGHT 6	34.0	35.3	35.4	8-07
THENCE TO LIGHT 16	33.3	33.3	31.8	8-07

A. SEE CHARTED SOUNDINGS.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFO

SAN JOAQUIN RIVER

STOCKTON DEEP WATER CHANNEL

ANTIOCH TO MEDFORD ISLAND

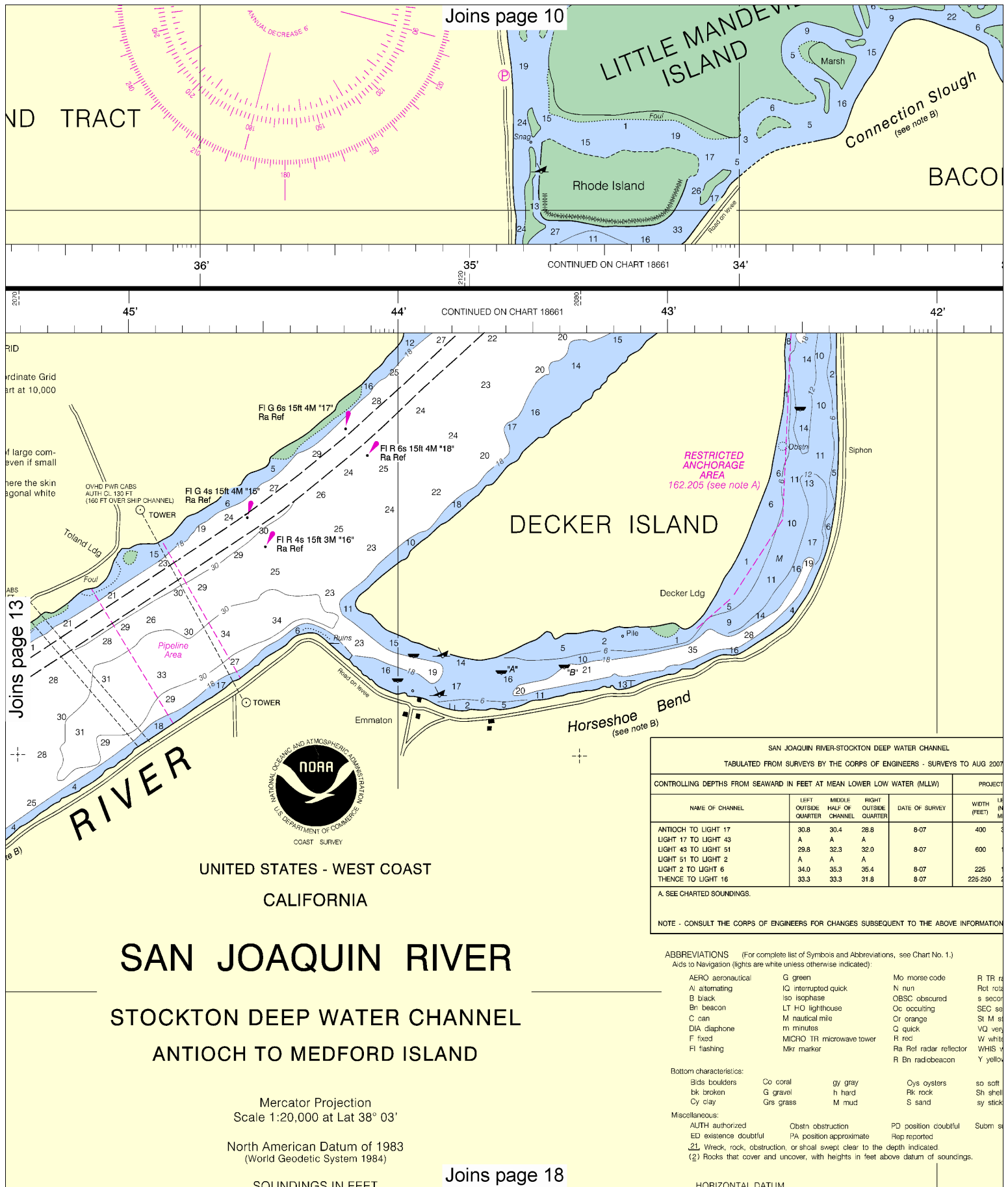
Mercator Projection
 Scale 1:20,000 at Lat 38° 03'
 North American Datum of 1983
 (World Geodetic System 1984)

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)
- Aids to Navigation (lights are white unless otherwise indicated)*
- | | | |
|-------------------|--------------------------|------------------------|
| AERO aeronautical | G green | Mo morse code |
| A/ alternating | IQ interrupted quick | N nun |
| B black | iso isophase | OBSC obscured |
| Bn beacon | LT HO lighthouse | Oc occulting |
| C can | M nautical mile | Cr orange |
| DIA diaphone | m minutes | Q quick |
| F fixed | MICRO TR microwave tower | R red |
| FI flashing | Mkr marker | Ra Ref radar reflector |
| | | R Bn radiobeacon |
- Bottom characteristics:**
- | | | | |
|--------------|-----------|---------|-------------|
| Bds boulders | Co coral | gy gray | Oys oysters |
| bk broken | G gravel | h hard | Rk rock |
| Cy clay | Grs grass | M mud | S sand |
- Miscellaneous:**
- | | | |
|--|-------------------------|----------------------|
| AUTH authorized | Obstr obstruction | PD position doubtful |
| ED existence doubtful | PA position approximate | Rep reported |
| 21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. | | |

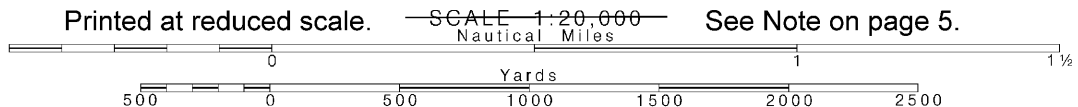
SOUNDINGS IN FEET

Joins page 17

HORIZONTAL DATUM



Note: Chart grid lines are aligned with true north.



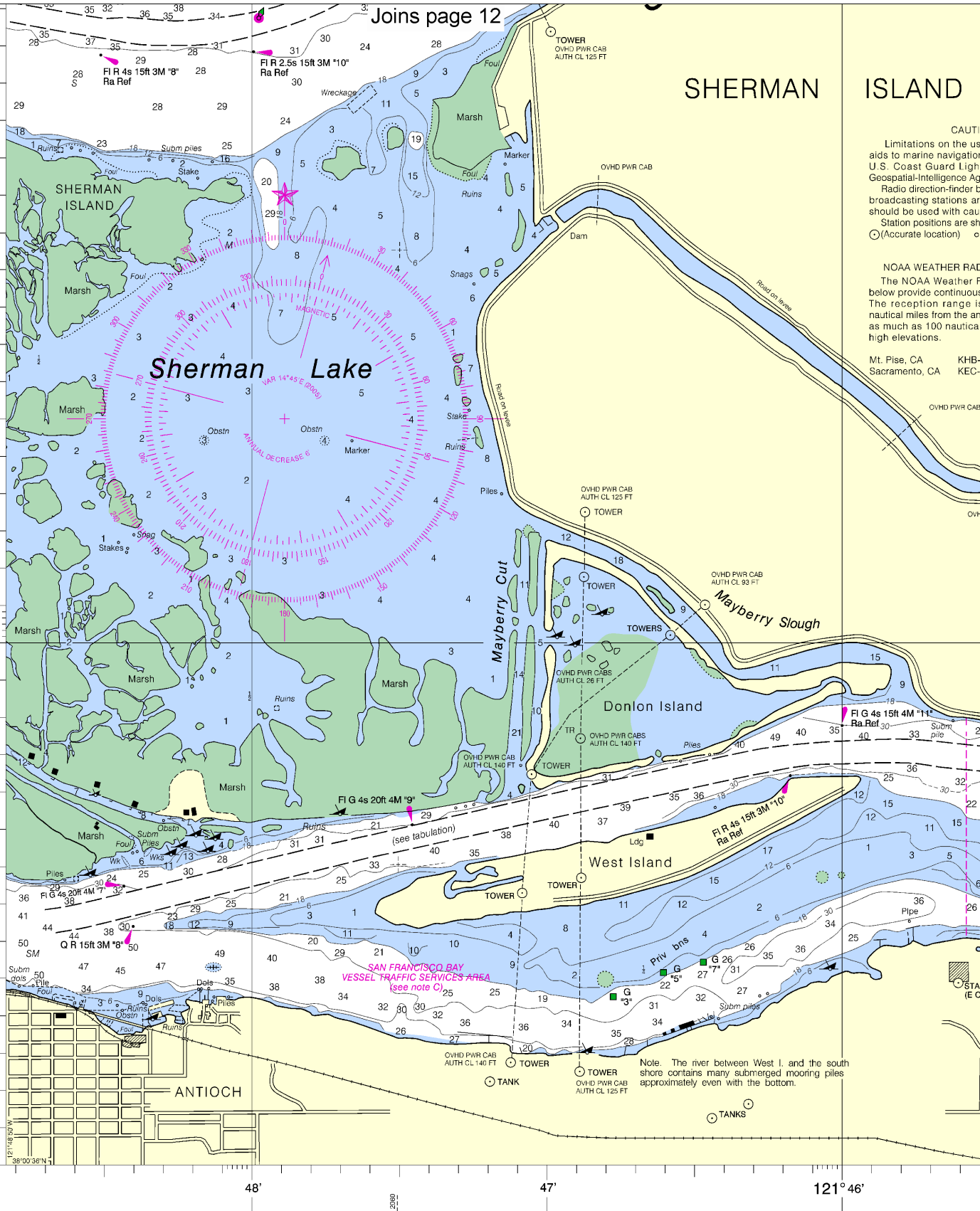
CONTINUED ON CHART 18659

03'

38° 02'

CONTINUED ON CHART 18659

01'



3rd Ed., Sep. /05 ■ Corrected through NM Sep. 10/05
Corrected through LNM Sep. 06/05

18660

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUND

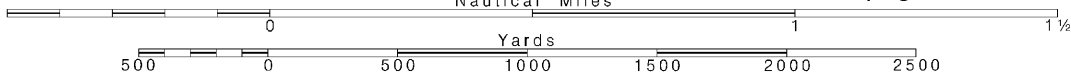
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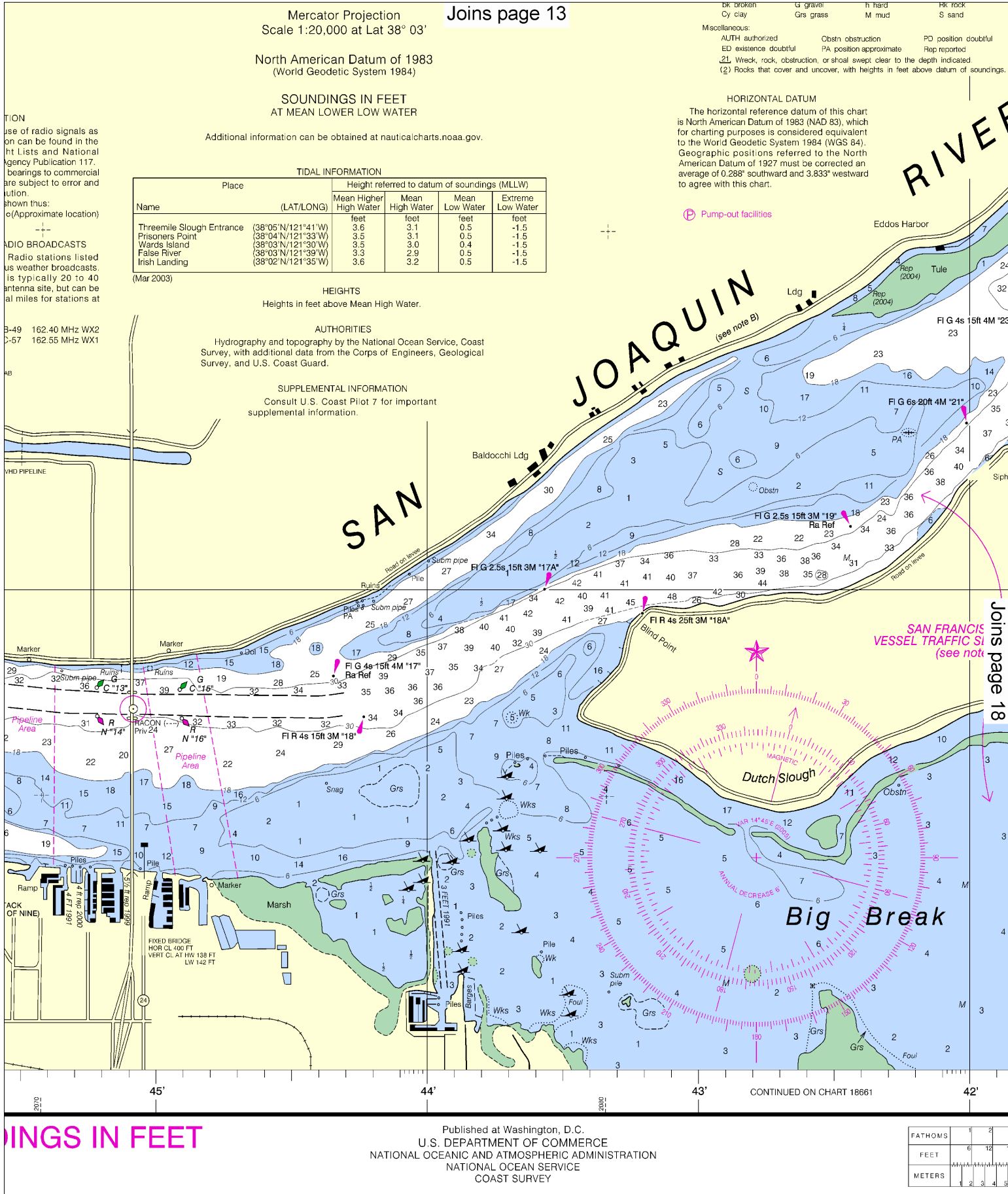
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Mercator Projection
Scale 1:20,000 at Lat 38° 03'

Joins page 14

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Three Mile Slough Entrance	(38°05'N/121°41'W)	3.6	3.1	0.5	-1.5
Prisoners Point	(38°04'N/121°33'W)	3.5	3.1	0.5	-1.5
Wards Island	(38°03'N/121°30'W)	3.5	3.0	0.4	-1.5
False River	(38°03'N/121°39'W)	3.3	2.9	0.5	-1.5
Irish Landing	(38°02'N/121°35'W)	3.6	3.2	0.5	-1.5

(Mar 2003)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

bk broken
Cy clay
G gravel
Grs grass
h hard
M mud
Rk rock
S sand
Sh shell
sy stick

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" southward and 3.833" westward to agree with this chart.

Pump-out facilities

RIVER

JOAQUIN

SAN

SAN FRANCISCO BAY
VESSEL TRAFFIC SERVICES
(see note C)

Big Break

Joins page 17

IGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

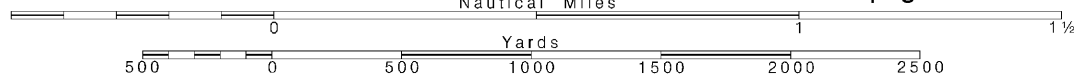
18

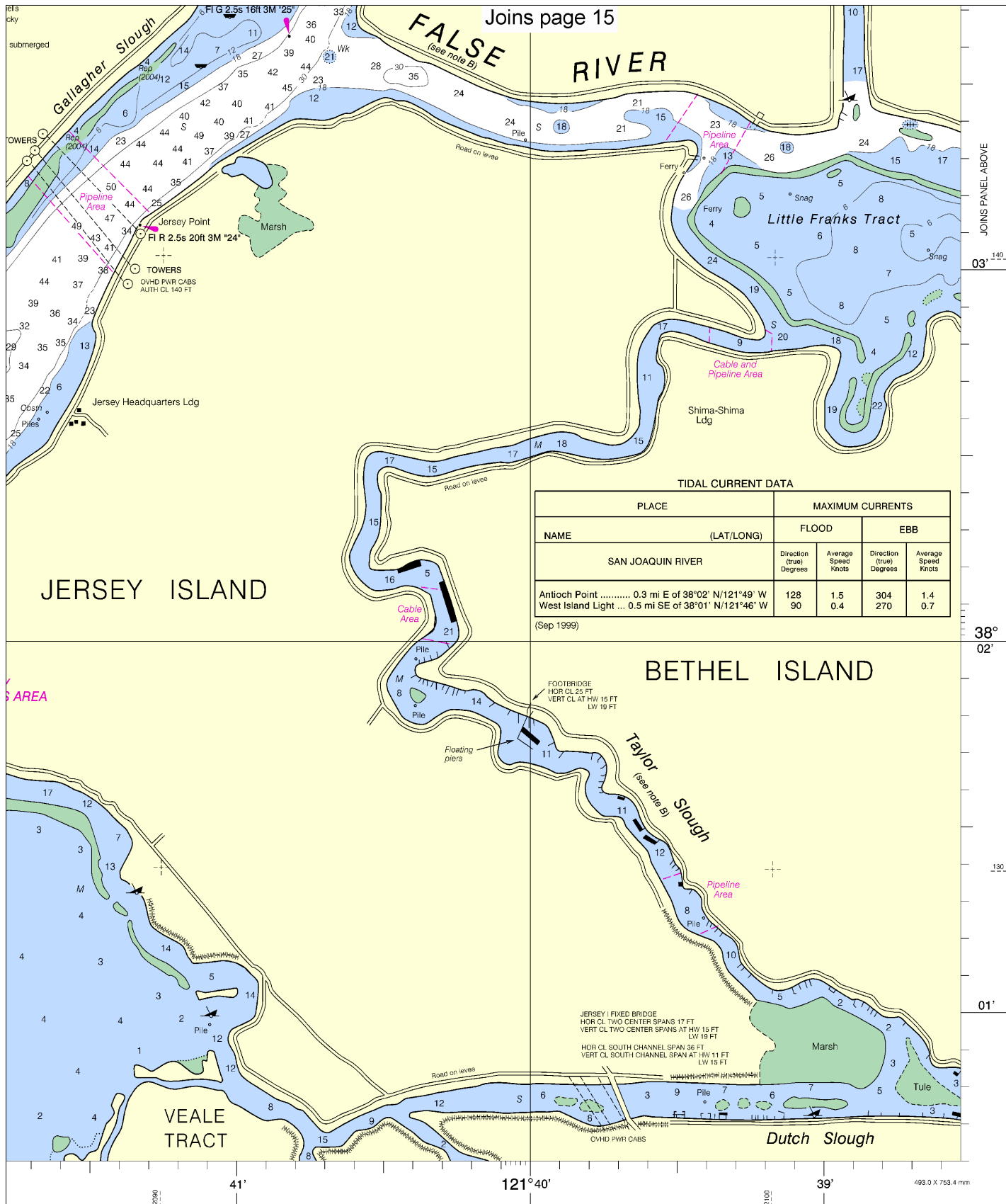
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

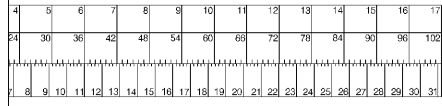




TIDAL CURRENT DATA

PLACE NAME (LAT/LONG)	MAXIMUM CURRENTS			
	FLOOD		EBB	
	Direction (true) Degrees	Average Speed Knots	Direction (true) Degrees	Average Speed Knots
SAN JOAQUIN RIVER				
Antioch Point 0.3 mi E of 38°02' N/121°49' W	128	1.5	304	1.4
West Island Light ... 0.5 mi SE of 38°01' N/121°46' W	90	0.4	270	0.7

(Sep 1999)



San Joaquin River, Antioch to Medford I
SOUNDINGS IN FEET - SCALE 1:20,000

18660



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



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NOAA's Office of Coast Survey



The Nation's Chartmaker